

# Travilah Road -- No. 500101

Category  
Agency  
Planning Area  
Relocation Impact

**Transportation**  
**Public Works & Transportation**  
**Potomac-Travilah**  
**None.**

Date Last Modified  
Previous PDF Page Number  
Required Adequate Public Facility

**March 4, 2002**  
**11-46 (01 App)**  
**NO**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY01	Estimate FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	1,549	3	651	505	50	255	120	80	0	0	390
Land	2,481	0	526	1,955	1,110	795	50	0	0	0	0
Site Improvements and Utilities	1,450	0	0	940	0	100	780	60	0	0	510
Construction	3,520	0	0	2,420	0	660	1,160	600	0	0	1,100
Other											
<b>Total</b>	<b>9,000</b>	<b>3</b>	<b>1,177</b>	<b>5,820</b>	<b>1,160</b>	<b>1,810</b>	<b>2,110</b>	<b>740</b>	<b>0</b>	<b>0</b>	<b>2,000</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	8,911	3	1,177	5,731	1,160	1,810	2,021	740	0	0	2,000
Intergovernmental	89	0	0	89	0	0	89	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Energy				18	0	0	0	4	7	7	0
Net Impact				18	0	0	0	4	7	7	0

## DESCRIPTION

This project provides funds for the design, land acquisition, and construction of improvements to the 14,400-foot section of Travilah Road between Darnestown Road and Dufief Mill Road. The proposed improvements are to be constructed in two phases: Phase I includes: 1) construction of a closed-section roadway from Darnestown Road to Nolan Drive, with a pavement width that will transition to 24 feet at a point 400 west of Nolan Drive; 2) widening the pavement to 24 feet between Nolan Drive and Lake Winds Way; 3) construction of a left-turn lane on Travilah Road at the Piney Meetinghouse Road intersection; 4) widening the pavement to 22 feet from Lake Winds Way to Dufief Mill Road; 5) construction of a bypass lane on Dufief Mill Road at Travilah Road; 6) construction of an 8-foot wide paved bikeway along the northern side of the roadway from Darnestown Road to Dufief Mill Road; 7) construction of a 4-foot wide grass shoulder and a drainage ditch along the northern side of the roadway from a point 400 feet west of Nolan Drive to Dufief Mill Road; 8) vertical alignment revisions at the Mount Prospect Drive intersection and a location 400 feet west of Welland Terrace; 9) installation of streetlights along the southern side of the roadway and lighting along the bikeway; and 10) landscaping along the northern side of the roadway. The Phase II improvements are to be constructed along the southern side of the roadway and include: 1) construction of an 8-foot wide grass shoulder and drainage ditch from a point 400 feet west of Nolan Drive to Dufief Mill Road, 2) relocation of the roadside utility poles, and 3) landscaping.

## Service Area

Potomac subregion.

## Capacity

The 1997 and design year 2010 average daily traffic volumes are 7,400 and 11,000 vehicles, respectively.

## JUSTIFICATION

The segment of Travilah Road between Nolan Drive and Dufief Mill Road is mostly an open-section roadway which lacks shoulders, adequate roadside drainage, and uneven pavement width varying from 20 to 22 feet, thus leaving inconsistent roadway cross-sections and isolated segments of sidewalk. In addition, a total of 37 reported traffic accidents occurred on this section of the road over a 3-year period, and localized roadway flooding occurs during rainstorms. The improvements will improve safety and roadside drainage efficiency. The bikeway will connect the existing segments of the bikeway along the northern side of the road and provide safer pedestrian access to the adjacent schools, parks, places of worship, and shopping center.

## Plans and Studies

A project prospectus and the preliminary plans have been completed. The Potomac Subregion Master Plan designates the section of Travilah Road between Dufief Mill Road and Darnestown Road as a primary roadway.

## Cost Change

Not applicable. The cost estimates will be updated once the engineering plans are more advanced.

## STATUS

Preliminary design stage. The project reflects a one-year delay due to transition of the project design from one consulting firm to another.

## OTHER

Preliminary design costs were funded from the Facility Planning: Transportation project. The intergovernmental revenue shown in the funding schedule reflects WSSC's share of utility relocation costs. Phase II is to be constructed in stages as development occurs along the southern side of the roadway. The County will participate with developers in the construction of Phase II roadside improvements during the development of adjacent subdivisions.

## APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		8,260
First Cost Estimate		
Current Scope	FY01	8,260
Last FY's Cost Estimate		8,260
Present Cost Estimate		9,000
Appropriation Request	FY03	3,751
Appropriation Request Est.	FY04	0
Supplemental		
Appropriation Request	FY02	0
Transfer		0
Cumulative Appropriation		1,730
Expenditures/		
Encumbrances		553
Unencumbered Balance		1,177
Partial Closeout Thru	FY00	0
New Partial Closeout	FY01	0
Total Partial Closeout		0

## COORDINATION

M-NCPPC  
PEPCO  
Verizon  
Department of Permitting Services  
Washington Gas and Light  
WSSC  
Department of Environmental Protection  
Maryland Department of the Environment  
U S Army Corps of Engineers  
Facility Planning - Transportation  
Subdivision Roads Participation Project: Piney  
Meetinghouse Road

## MAP

See Map on Next Page

# TRAVILAH ROAD

